In The Specification:

Please delete (Para 13) beginning with "FIGURE 2 is an exemplary chart."

Please replace existing (Para 14) with the following amended paragraph:

(Para 14) FIGURE 2 [[3]] is a logic flow diagram of a method for operating the occupant restraint system shown in FIGURE 1, according to one advantageous embodiment of the claimed invention.

Please replace existing (Para 22) with the following amended paragraph:

(Para 22) ~~In the embodiment shown in Figure 2, the~~ As exemplified in the chart hereinabove, the controller 18 selects a substantially high output rate when the occupant weighs a substantial amount, e.g. 95th percentile individuals. In addition, the controller 18 selects a substantially low output rate when the occupant weighs a relatively low amount, e.g. 5th percentile individuals. In this way, the OSR system 10 allows the occupant to contact a fully deployed airbag 20 substantially proximate to when the occupant imparts a maximum load on his seatbelt restraint 24. This feature is beneficial because the OSR system can distribute the occupant's load between the seatbelt restraint and the airbag substantially proximate to when the occupant is subjected to a load during the crash. For that reason, the OSR system can utilize the airbag system and the seatbelt system in combination for substantially decreasing the occupant's risk of injury.

Please replace existing (Para 28) with the following amended paragraph:

(Para 28) The controller 18 utilizes these load measurements for adjusting the output rate of the airbag system 14 such that the airbag is fully deployed when the occupant has imparted a maximum load on the seatbelt restraint 24 (as detailed in the description for the Figure 2). ~~Figure 3)~~. In this way, the controller 18 can regulate and/or provide real-time correction of

the output rate for fully deploying the airbag at a time proximate to when a substantially high load can be distributed between multiple restraint devices. This feature is beneficial because it adjusts the output rate according to circumstances that may not have been accounted for in the original crash tests, which were conducted by the manufacturer for producing the archived time table. In continuation of the previous example, a 160-lb. occupant may apply a maximum load on the seatbelt 35 ms after impact instead of 30 ms after impact because the occupant is substantially reclined or otherwise out-of-position. In that regard and as detailed in Figure 2, Figure 3, the OSR system 10 can correct the output rate to fully deploy the airbag later than originally expected.

Please replace existing (Para 29) with the following amended paragraph:

(Para 29) Referring now to Figure 2, Figure 3, there is shown a logic flow diagram of a method for operating the OSR system 10 shown in Figure 1, according to one advantageous embodiment of the claimed invention. In this embodiment, the OSR system 10 utilizes various archived reference tables for regulating the output rate of the airbag system 14. These reference tables are stored within the controller's database and are compilations of data obtained from tests conducted on vehicles having the OSR system 10. This data is organized and based on the weight of the occupant in the vehicle. However, it is contemplated that the reference data can be based on various other kinds of suitable data.